

FLD 134

CLASSIFICATION <u>SECRET</u>		25X1A
COUNTRY <u>East Germany</u>	SECURITY INFORMATION	REPORT NO. <u>[REDACTED]</u>
TOPIC <u>WELZOW Airfield</u>		
EVALUATION <u>see below</u>	PLACE OBTAINED <u>[REDACTED]</u>	25X1C
DATE OF CONTENT <u>8 to 20 July 1953</u>		
DATE OBTAINED <u>[REDACTED]</u>	25X1	DATE PREPARED <u>12 August 1953</u>
REFERENCES <u>[REDACTED]</u>		
PAGES <u>2</u>	ENCLOSURES (NO. & TYPE) <u>[REDACTED]</u>	
REMARKS <u>[REDACTED]</u>		
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[REDACTED]		

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1. No aircraft were observed on the previous aircraft dispersal area at Welzow airfield on 8 July 1953. Six railroad cars loaded with cement and bricks were shunted to the spur track near which some construction workers were seen.
2. On 16 July, 23 MiG-15s were parked on the taxiway southeast of the runway. Another additional MiG-15 was observed in a hangar in the eastern section of the field. The twin-engine planes which had formerly been parked next to the aircraft revetments in the eastern section of the field were no longer observed.
3. The bare structures of two 2-story brick buildings, about 80 meters and 100 meters long respectively, were completed on the northeastern edge of the field near triangulation point 113. Additional buildings were under construction in the same area. A temporary building on the eastern edge of the field, about 250 meters southwest of triangulation point 115.6 was removed.
4. The SCR-602 type radar set north of the runway and the Dumbo-type set on the northeastern edge of the field were no longer observed on 16 July. The former, inner low frequency approach beacon north of the railroad line along the northwestern edge of Welzow was replaced by another radio installation which was generally known as the outer low frequency approach beacon.
5. On 16 July, one MiG-15 was observed in the hangar, which had an estimated length of 80 meters and was located northeast of the flight control station.
6. Searchlights were fitted on 8-meter wooden poles, about 30 meters apart, and on the inside of the double fence around the ammunition dump which is located on the northeastern corner of the field.
7. On 16 July, source learned from a local resident of Welzow that the newly arrived Soviet soldiers at the airfield tried to sell chairs, basket-work chairs, and sacks to the population. The Soviets had allegedly bought these articles at their previous post when they were told that they would return to the USSR.

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3. About 20 July, approximately 30 swept-back jet fighters which took off individually and flew in groups of twos were observed at the field. Three tank trucks, 12 AA guns, and about 80 trucks, [redacted]

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[redacted] were observed near the old flight control station.

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[redacted] Comment. The light bomber regiment previously stationed at Welzow airfield left after about 9 July 1953 in connection with the transfer of all bomber units of the Twenty-Fourth Air Army. The fighter unit now stationed at Welzow airfield has not been identified. There are indications, however, that it is the Soviet training regiment for V/L units, the bulk of which was previously stationed at Cottbus airfield. The radio installations and radar sets were probably taken along by the bomber regiments and partly replaced by new installations. The AA units probably remained at the field.

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